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HONGKONG DISPENSARY

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P.O. Box, 33. Telephone No. 12

BIRTH.

On the 31st July, at 4, Cameron Villas, Peak, the wife of J. Owen Hughes, of a son. [2189]

The Daily Press.

HONGKONG OFFICE: 14, DES VOUX ROAD, CH. LONDON OFFICE: 181, FLEET STREET, E.C.

HONGKONG, 3rd August, 1903.

The debate in the Legislative Council on Friday last on the subject of the new Waterworks Consolidation Ordinance was notable for the curious ignorance of procedure shown by various members—mostly, it is to be noted, officials. This rather tended to obscure the points at issue and to lessen the value, while adding to the length, of the discussion, which was really one of great importance. The "objects and reasons" of the Bill sufficiently explain what alterations are proposed in the system of water-service in this City. We need not go back to the familiar story how the serious water-famine of 1902 led to the introduction, during the acting rule in Hongkong of Major-General Gascoigne, of an ordinance (known as the Waterworks Consolidation Ordinance), whereby practically all tenement houses were, to be disconnected from the public mains and the supply of water for these houses was to be drawn from public fountains to be erected. As is well-known, a Chinese petition, largely and influentially signed, but got up in what it is hardly possible to regard as a hole-and-corner way, went home, and apparently so weighed with the Secretary of State for the Colonies that he did not allow the ordinance to pass. The Bill which was read for the first time on Friday is an attempt to meet the objections brought against the 1902 ordinance. The method adopted is the introduction of "rider-mains" for practically the whole of the Chinese portion of the Colony—which means, we presume, Victoria below the limits of the so-called European reservation area, though the

Governor in Council has power to define any area within which the rider-main system may be introduced. Outside such areas all water-services will be provided with meters. The cost of constructing the rider-mains and making the necessary alterations is to be charged against the owners of the various tenements—leading, we fear, to a reimbursement of themselves by the owners out of the pockets of the tenants. When these rider-mains have been introduced, it is hoped that in periods of scarcity the intermittent supply system need only be put in force in the rider-main districts, the metered houses having a constant supply and the principal mains being plentifully charged with water in event of outbreaks of fire.

The prevention of waste is stated to be the chief object aimed at by the present Bill, as it was in that of 1902; and this point the Colonial Secretary particularly dwelt on in his speech on Friday. The Hon. F. H. MAY described the rider-main system as a system of huge meters for each block of buildings. We must confess that we do not quite see the justice of the comparison, for this reason. Rider-mains, as defined in the new Bill, are "subsidiary mains to which all services to the houses near which they are laid will be connected, and, as they can be shut off by means of valves from the principal mains, the supply of water to the houses can be restricted to any extent considered necessary without shutting off the water from the City generally, as has to be done at present." Now in times of plenty or of even moderately abundant supply of water, we take it, the service to the rider-mains will be perfectly uncontrolled (this seems plain from what we have quoted), so that there will be no restriction at all on waste in such periods. The metered houses, however, will be punished for such waste, if it should occur, in times either of abundance or of scarcity. Of course, when a water-famine threatens, the supply to the rider-mains can be restricted to any extent, as the Bill's "objects and reasons" claim. But this is by no means the same as metering, for it does not punish, as metering does, continual careless waste during times of abundant or comparatively full supply; and it must be remembered that it is not only waste at periods of famine which has to be fought against.

It seems that we must resign ourselves to the adoption of rider-mains, the Secretary having told the Bill of last year, which struck us in common, we believe, with the mass of European residents as a measure very adequately meeting the case. We are assured by the Government, or rather by the bulk of the Government, that the present measure is every whit as useful in achieving the great object—the prevention of waste of water. We fear that we cannot quite believe this. If the authorities are very prompt in applying the intermittent system to the rider-mains when water comes to be superabundant, no doubt a great saving will be effected. But there is the waste all the rest of the year to contend with, and it is not possible to disregard this. When once the rains have ended and the reservoirs have no means of again reaching their maximum, all waste is reprehensible. Certainly it should not be punished only in the case of the metered householder and pardoned in the case of the prodigal native. Yet we do not see any proposal to punish the latter except by putting him, with his whole block, on the intermittent system when a water famine arises.

The Queen's College midsummer holidays commenced on Saturday.

The French mail of the 30th June was delivered in London on the 30th July.

His Excellency the Governor and Lady Blake will preside at the presentation of prizes at the Italian Concert at 5 o'clock this afternoon.

A large crowd of excursionists went to Macao on the chartered s.s. *Kinsman* yesterday, on the occasion of the Procession of Our Lady of Mount Carmel at Taipa Island.

To-day being Bank Holiday, all the Government Departments, with the exception of the Magistracy, will be closed, and there will be a general cessation of business in the Colony.

The funeral of two R.G.A. men—Bomb. Phillips (78th Co.) and Gunner Aslett (80th Co.) took place on Saturday with military honours. Death in both cases, we are informed, was due to fever.

For the first time in the history of racing at Happy Valley, a motor car was seen at the Gymkhana on Saturday. It was driven by a local gentleman, who was accompanied by a lady.

At the close of divine service in St. John's Cathedral yesterday morning, there was much favourable comment on the splendid singing by the choir of Mendelssohn's beautiful anthem, "O come, let us worship"; the opening tenor solo taken by Mr. G. H. Edwards being one of the finest renderings ever heard in the Cathedral.

Our Hamburg correspondent's letter will be found on p. 5 to-day.

During the temporary absence of Mr. W. Kerfoot Hughes, Mr. A. R. Lewis will act as Secretary of the Punjion Mining Co., Ltd.

The match at the Bowling Green, Kowloon, on Saturday, was postponed owing to the death of the youngest son of Mr. J. Ramsay, one of the competitors.

It is notified in the *Gazette* that from the 1st August the postage rate for single newspapers from Hongkong to Canada is 2 cents per 4 oz. or fraction thereof.

It was reported on Saturday that during the 24 hours ended at noon two more cases of plague had occurred. One was an European case from the s.s. *Tien-tsin* and the other an Indian case off the s.s. *Valetta*. These bring the total figure for the year up to 1,373.

Madam Flint is removing from Kowloon to the Connaught House (first floor), where she is opening up on a more extensive scale dress-making and millinery parlours. She will leave for Paris on the 11th inst. to bring out new goods for the ball and race seasons.

The many friends of Mr. T. Petrie, formerly of the *China Mail*, will regret to hear that he is at present in the Government Civil Hospital suffering from an attack of fever, whether typhoid or enteric has not yet been certified, we understand. Mr. Petrie was passing through Hongkong on his way from Bangkok to Yokohama to join the staff of a paper there, when he was taken ill.

A meeting was held at Norfolk House, London, on the 2nd ult. in aid of the Native Chinese Technical Schools at Ningpo, and was largely attended. Among those present at the meeting were the Duke of Norfolk, the Dowager Duchess of Newcastle, the Marchioness of Dule and Lady Margaret Stuart, the Earl and Countess of Abingdon, Viscount Halifax, and many others.

From a Reuter's despatch to Bombay it appears that about the middle of last month it was semi-officially announced at Washington that the Conference at Port Arthur was "an important step in Russia's plan to arrange for the internal administration of Manchuria in a manner to allow of the opening of ports desired by the United States and Japan without the undue sacrifice of Russian interests."

The following is the programme of music to be played by the band of the 33rd Burma Infantry on the New Parade Ground to-day, from 5 to 6.30 p.m.:—
March—"Washington Post."
Overture—"La Belle d'un Jour."
Selection—"Kitty Gray."
Cornet Solo—"Eine Nacht in der Schweiz."
Horn Selection—"A Chinese Homestead."
Tubalot—"The Swan Song."

Kung Cheong, contractor, High Street, was fined \$50 and \$5 compensation at the Police Court on Saturday for allowing a blast to be fired without taking proper precautions. He was preparing some land for a building between Plantation and Barker Roads, and fired a blast without giving proper warning. A Chinaman was passing at the time, and a piece of stone descended through his umbrella and injured his side. The \$5 compensation was for the damage done. Inspector Collett had charge of the case.

French submarine boat-building proceeds apace. The *Petit Var* states that the group of submarine boats at Toulon, which at present consists of three only—the *Gymnote*, *Gustave Zédé*, and *Y*—will be increased during 1904 by nine more, of which two will be submarines. The two submarines will not be ready until the end of 1904, and they, with three of the submarines, will be fitted with one of the three new motors which are now under trial. The four other submarines are expected to be ready by May or June next year.

Writing from Peking on the 30th June, Dr. Morrison says:—"The general body of opinion here considers that China, far from deserving charitable treatment [on the indemnity question], never deserved it less. She has not attempted to reform or to put her finances in order, though the wealth of the country is enormous and its possibilities are infinite. Corruption is as great as ever, and the money squandered by the Court in Peking would pay twice the amount involved in paying the indemnity in gold instead of in silver."

It is curious to read in a home paper of a road for automobiles in the Congo State. But we are told that rapid progress is being made with the new road now under construction from Soogoloda on the Congo Railway to Popokabada, on the Kuango. The distance is about 310 miles, and the road, which is to be nine yards wide on the plain and five yards in the mountain, is built especially for traffic by the new automobiles ordered by the Government. These vehicles will drag two tons over the road at the rate of 20 miles a day. The work is being carried out by 300 natives under the charge of seven white officers.

In the case in which Police Inspector Langley, Tsimshatsi Station, charged a Chinaman with unlawfully removing earth from Crown land, Mr. T. Sorombe Smith on Saturday decided that said, the actual material taken away by the defendant, is earth, and fined the accused \$20 or two months. His Worship, it may be remembered, was inclined to the opposite opinion when the case first came up, and granted a remand in order to hear the arguments of Mr. P. B. L. Bowley on the sand-is-earth theory. *Murray's Standard Dictionary* was consulted, with the result that the Magistrate concurred in the Crown Solicitor's views and convicted the prisoner, as stated.

H.M.S. *Victorious*, which arrived at Sheerness on the 1st ult. from five years' service in the Far East and Mediterranean, was ordered to Chatham to pay off and undergo a refit costing £33,900.

A telegram dated Berlin, 24th July, says:—"The negotiations between the American and the Chinese Governments in regard to the opening of different places in Manchuria have been very successful." We are glad to hear of it!

Assistant Paymaster W. F. Cullinan, of the *Royal Oak*, who served in the *Terrible* during her memorable commission, has been specially promoted to paymaster for service on shore in South Africa and China in 1899-1900. He has had only nine-and-a-half years' service and been assistant paymaster just six years, whereas the length of service is usually ten years.

The *Ostasiatische Lloyd* has a Berlin telegram of the 25th ult. which says:—"The Silver Committee assembled here has passed a resolution in regard to an unity of the Chinese coins. It is therein stated that it would be desirable to make silver coins legal tender in China and necessary that the exchange between silver and gold should be fixed. The American and Mexican committees are much satisfied with the recognition which they have had in Berlin."

The *Kronstadt's Vostok* at the end of June stated that the Russian transport and training-ship for artificers and stokers, *Okean*, was to leave Kronstadt immediately for the Far East. She is fitted with Yarrow, Belleville, Niclausse, and Schultze boilers, and in addition to her complement of 120 men, she has on board 360 men under training. On her trials her engines developed 11,890 h.p., giving her a speed of 17½ knots. She was to carry 3,000 tons of coal, and, in addition, to take 4,500 tons of cargo for the Far East.

A Hongkong engineer is desirous of knowing how the cleansing of the low-level sewers is to be accomplished when the tramway cars begin to run. At present the cleansing gangs with winches and chains are to be seen at work every day, seemingly being kept constantly employed. As the manholes by which access is gained to the sewers are situated in the centre of the tramway-lines the running of the cars will make the cleansing operations more difficult of accomplishment unless there can be performed in the night-time when the traffic is stopped, which it seems is a questionable proposition. Possibly the flushing-tank system in use on the higher levels will have to be adopted.

When it was reported recently that a "Russian" had actually visited Lhasa, no little surprise was expressed at an European getting through after so long a period of exclusion. However, it seems that M. Zybkoff, notwithstanding his name, is not a native of European Russia, but a Buddhistical Buddhist of the Balkan region; his stay in Lhasa cannot therefore be claimed as breaking the long series of failures registered against European travellers since the days of Huc and Gabut. British, Russian, French, or Swede, have had to confess themselves baffled. Dr. Sven Hedin, despite his knowledge of Central Asian dialects and his carefully-planned disguise, fared no better than his predecessors. With Huc and Gabut remains the honour of being the last two Europeans to penetrate.

The *Spartiate*, first-class cruiser, Captain A. G. Tate, on the 30th June, steamed into Portsmouth Harbour, on her arrival from Hongkong. She brought home the paid-off crew of the *Ocean*, with time-expired men from ships on the China and Mediterranean stations. Her Belleville boilers worked satisfactorily, and both in regard to speed and coal consumption good results were obtained. During the run home from Gibraltar, which lasted 60 hours, the ship made a 48-hour full-power test, in which she averaged a speed of 20 knots. On the voyage out and home she consumed 5,000 tons of coal. The *Spartiate* will be retained in commission with care and maintenance parties, and after necessary repairs will receive a full complement of officers and men at Devonport, and take part in the manoeuvres.

A report on further trials of His Majesty's ships *Hyacinth* and *Minerva* has been issued at home. The *Minerva* is provided with cylindrical boilers, the *Hyacinth* with Belleville boilers, and the trial which took place in February was made to test the speed of the vessels in conjunction with boiler efficiency. The *Hyacinth* broke down when 17 miles ahead owing to an accident to one of her engines. Rear-Admiral W. H. May says that beyond a few slight leaks in the boilers, probably due to rapid raising of steam, no trouble was experienced with either the machinery or boilers of the *Minerva*. As regards the boilers of the *Hyacinth* no defects (if consequence were discovered. No engine defects are reported from the *Minerva*. Mr. John Pijt, chief inspector of machinery, in his report states:—"At the time of the accident the chief engineer of the ship was close to the bearing, the senior engineer in the stokehold, and the junior engineer (Mr. Hobbs) was the engineer of the watch. Mr. Hobbs very promptly reversed the engines, and by so doing in all probability averted what might have been a terrible disaster."

WEATHER REPORT.

The Hongkong Observatory on the 1st inst. issued the following report:—
Red Drum lowered.
The barometer has risen moderately in Formosa, and slightly over the S. coast of China and the Philippines.
The typhoon is probably approaching the China coast in the neighbourhood of Wenchow. Bad weather over the China coast to the North of the Formosa Channel.
Very strong S.W. winds in the Formosa Channel and the China Sea.
Forecast:—Fresh to strong S.W. breezes; sea at first, squally with thunderstorms later. No observations received from stations to the North of Foochow.

TELEGRAMS.

REUTER'S SERVICE.

THE SUGAR CONVENTION BILL.

LONDON, 30th July.
After an animated debate, the Sugar Convention Bill passed the second reading by 224 to 144. Mr. Asquith was the principal speaker.

ANTI-FOOD-TAXATION MEETING.

LONDON, 30th July.
A mass meeting of citizens has been held in London, at which it was resolved to protest against the taxation of food, and Mr. Chamberlain's proposals were condemned.

DISCONTENT IN RUSSIA.

LONDON, 30th July.
Fresh symptoms are constantly showing themselves in Russia, pointing to a wide-spread movement, which is almost revolutionary, among the working classes.
The labourers at Mikhailovo in the Caucasus having struck and obstructed the railway, the troops charged, killing ten and wounding eighteen. A similar outbreak has occurred at Odessa, and strikers at Baku have ignited the petroleum works, destroying seventy boreholes.

THE COLONIAL OFFICE VOTE.

LONDON, 31st July.
The Colonial Office vote has passed the House of Commons.
SOUTH AFRICAN MISCHIEF-MAKERS THREATENED.
LONDON, 31st July.
Mr. Chamberlain, in reply to some severe criticisms on his South African policy, said he did not attach the slightest importance to General Botha's letter denouncing the administration of South Africa; he believed it would lessen General Botha's influence and was evidently written to order. Mr. Chamberlain added that, if he found the work of pacification was being undone, he would not hesitate to deport the mischief-makers.

THE ROYAL VISIT TO IRELAND.

LONDON, 31st July.
The King and Queen were warmly welcomed at Galway City, after a motor tour from Conemara to Galway.

RUSSIA AND TIBET.

LONDON, 31st July.
It is reported in St. Petersburg that several hundred Cossacks have been sent into Tibet.
AERIAL NAVIGATION.
LONDON, 31st July.
M. Santos Dumont has offered an aerial flotilla to the French Government for war purposes, which the Minister for War has accepted, expressing the belief that aerial navigation is now a practical achievement.

PROMENADE CONCERT AT KOWLOON.

On Saturday evening a promenade concert was held on the lawn of Pagod, Bungalow, Kowloon, the residence of Messrs. Letton and Stebbings. The attendance was very large, something like two hundred invitations having been sent out and accepted, and the spectacle on the lawn, which was lighted by electricity and decked with flags, was animated in the extreme. The weather, too, was favourable, a cooling breeze following on the rain of the afternoon helping to drive the oppressiveness out of the atmosphere, and though earlier in the day the meteorological aspect was scarcely encouraging, the threatening clouds disappeared before the gathering night and left the serenity of the evening undisturbed. The programme was extensive and tastefully arranged, and its various items were rendered most creditably. Several of the entertainers, as a glance at the programme will show, have already appeared advantageously in public, so that the success of their terms was assured; as for the remaining numbers, their exponents made the most of their opportunities and added appreciably to enjoyment of a very pleasant evening indeed. At its close the chairman, Mr. W. C. Jack, called for a vote of thanks for the promoters and entertainers alike, and it was heartily given. Appended is the full programme:—
Piano Overture—"Military March," Mr. Olive Song—"Every Bullet has its Billet," Mr. Rogers Comic Song—"Fishes," Mr. Robins Mandolin Solo—"Carnival Polka," Mr. Allwork Recitation—"Christ as Day in the Work-a-day," Mr. Burnett Comic Song—"If one ain't enough," Mr. Crawford Piano, Mando—"Royal Star," Messrs. Olive, Lin, Violin—"Ride," Allwork, Sibbit and Flute—"Polka," and Chopard

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POLO CLUB GYMKHANA AT THE HAPPY VALLEY.

On Saturday afternoon a Gymkhana was held at the Racecourse, under the auspices of the Polo Club, and was attended by a measure of success which should encourage the promotion of such enjoyable meetings more frequently in future during the unheeded dog-days of a Hongkong summer. There was a large attendance of spectators, including many ladies, whose bright dresses lent charm to the scene. It was not a punter's day by any means, for there were too many races of the "fancy" kind figuring on the programme to suit his insatiable betting spirit; still the pari-mutuel was fairly well run upon; while the varied character of the events on the card was a thing appreciated by the great majority of those present. Promptly at half-past three the first saddling bell rang, and thirty minutes later ten ponies took the field for the first race, the winner of which was found in Mr. Clarke's Snipe, owner up. The Polo Ball, and Bucket Race was won by Mr. N. H. Rutherford on a pony whose somewhat unpretending pace gave him a little advantage over his opponents. Mr. Johnstone carried off the honours at tent-pegging. In the Water Handicap, Legacy, Mirabel, School Girl and Golden Bell faced the starter. Mr. Gresson was up on the old Shanghai champion, Golden Bell, who went grandly and won easily from the field. Mr. Ross, Hon. Secretary, won the Ladies' Nomination; Mr. Lyon showed himself to be most expert at riding to time in the Go-as-you-please Race; and the Paper Obstacle and Straw Scow Races, in which three riders were thrown, fell to Mr. Johnstone.

Hon. C. W. Dickson officiated as judge, Captain Keller, D.S.O., as starter, and Mr. F. H. Lyon, E.N., as Clerk of the Scales; while the numerous duties of Hon. Secretary were carried out by Mr. C. H. Ross. The Committee was as follows:—Hon. F. H. May, C.M.G., Captain Nugent, R.A., Captain Carleton, Mr. F. H. Lyon, E.N., Mr. C. H. Ross, and Mr. G. K. Hall Brutton. In the course of the afternoon musical selections were given by the band of the 33rd Burma. At the conclusion of the racing Mrs. May presented the prizes to the winners on the Grand Stand, and was rewarded with three cheers and a "tiger." The Colonial Secretary then called for three cheers for the popular Hon. Sec., "who had got the whole show up," which compliment was heartily accorded.

Appended are the details:—
CHINA POST RACE.—Weight for inches as per scale; 7 lbs. allowance for jockeys who have not won more than two flat races in China. Distance 2 miles. Cup presented by Mr. H. E. R. Hunter.
Mr. W. G. Clarke's Snipe, 10st 2½ (Owner) 1
Mr. H. Mirabel's Jigok, 10st 9½ (Owner) 2
Mr. F. H. Potts' Tube Race, 11st 4½ (Mr. Gresson) 3
Mrs. C. W. Dickson's Digby Grand, 11st 1½ (Mr. J. Johnstone) 4
Mr. N. H. Rutherford's Hiredling, 11st 1½ (Owner) 5
Mr. W. G. Clarke's Misd, 10st 10½ (Mr. Thornhill) 6
Mr. H. P. Tooker's S. Patrick, 11st (Mr. May) 7
Mr. B. A. Craig's Unknown, 10st 13½ (Owner) 8
Mr. G. Mackie's Starling, 10st 8½ (Mr. Mackie) 9
Mr. W. Inglis's Velvet, 11st 2½ (Owner) 10
Tube Race made the running until entering the straight, when Snipe coming forward in grand style ousted the leader and was two lengths ahead when passing the post. Jigok beat Tube Race by a neck for second place.

POLE, BALL, AND BUCKET RACE.—Competitors to start mounted, gallop past a pole, take off with one hand a ball placed on the top, throw the ball into a bucket placed further up the course, and so on for two more poles and buckets. Points—1 for each ball picked off a post, 2 for each ball thrown into the bucket and remaining there; 5 points to be deducted from any competitor who in the opinion of the judge, does not go at full speed.

Mr. N. H. Rutherford ... 1
Mr. J. Johnstone ... 2
Mr. F. H. Lyon ... 3
Major the Hon. H. W. Trefusis ... 4
Mr. G. Batham-Thornhill ... 5
Mr. C. H. Ross ... 6
Mr. H. J. Geddes ... 7
After each competitor had had his essay, the Judge required Mr. Rutherford and Mr. Johnstone to have one more trial to decide upon their merits, and the palm was awarded to the former.

TENT-PEGGING.—Points—3 for a carry, 2 for a carry under 30 yards, 1 for a touch, 3 for style and pace. Each competitor allowed three runs if necessary. Cup presented by Mr. F. H. Lyon, R.N.

Mr. J. Johnstone ... 1
Major the Hon. H. W. Trefusis ... 2
Mr. C. H. Ross ... 3
Mr. E. H. Morris ... 4
Mr. W. G. Clarke ... 5
Mr. G. Batham-Thornhill ... 6
Mr. H. J. Geddes ... 7
The final trial lay between the three first-named and resulted in a win for Mr. Johnstone.

WATER RACE, HANDICAP.—Distance 2 miles. Cup presented by Mr. Victor H. Deacon.
Mr. W. J. Gresson's Golden Bell, 11st 10½ (Owner) 1
Mr. Hart Buck's School Girl, 10st (Mr. Clarke) 2
Mr. Morgan Phillips's Legacy, 11st (Mr. Johnstone) 3
Mr. P. H. Potts's Mirabel, 10st 7½ (Mr. Mackie) 4
School Girl was sent off in the lead followed by Legacy, Golden Bell and Mirabel falling out. Coming round past the Black Rock, Legacy took the lead, but in entering the straight she was challenged and beaten by Golden Bell, who won going easily by 1½ lengths. A good race for second place.

MARKET GARDEN RACE—LADIES' NOMINATION.—Gentlemen nominated by ladies. A long table placed on the Mud Course near the entrance from the paddock, behind which table the ladies stand; on the table a supply of

vegetables of various kinds. Gentlemen provided with a small basket to which is attached a list of vegetables to be placed therein by lady. Start on Grass Course in front of Judge's box, ride up to flag and turn on to Mad Course (rolls removed), ride up to table, dismount and hand lady basket; lady fills basket with vegetables as per list, hands it back to gentleman, who then remounts and rides back to starting post. First past post with contents of basket correct as per list wins. In returning the baskets to be carried by full length of handle and the basket mouth not to be closed.

Mr. C. H. Ross, now by Mrs. Stedman, 1
Mr. J. Johnston, Mrs. Hawkeley, 0
Mr. E. R. Morris, Mrs. Gresson, 0
Mr. F. J. Lyon, Mrs. Slade, 0
Mr. N. H. Rutherford, Mrs. James, 0
Mr. H. Milward, Mrs. Willy, 0
Mr. G. Badham-Thornhill, Mrs. James, 0
Hon. F. H. May, Mrs. May, 0
Mr. H. J. Gudge, Mrs. Gudge, 0
Mr. W. J. Gresson, Mrs. C. Dickson, 0
Mr. E. A. Craig, 0

GO-A-YOU-PLEASE RACE. Start in front of Judge's box, and the round course, the competitor finishing in exactly four minutes for falling the competitor finishing in nearest in this time to win. No watches allowed.

Mr. F. H. Lyon, ... 1
Mr. W. J. Gudge, ... 0
Mr. J. Johnston, ... 0
Mr. H. N. Rutherford, ... 0
Mr. W. J. Lyon, ... 0
Mr. G. Mackie, ... 0
Hon. F. H. May, ... 0
Mr. H. Milward, ... 0
Mr. W. J. Gresson, ... 0
Mr. E. R. Morris, ... 0
Captain Keller, ... 0
Major the Hon. H. W. Trefusis, ... 0
Mr. G. Badham-Thornhill, ... 0

Mr. Inglis was the first to pass the post. His pace brought him in 3min. 27sec. Mr. Lyon calculated the time and pace more accurately and took almost exactly 4min. to ride round the course.

PAPER OBSTACLE AND STRAW SCREEN RACE.—Two hurdles, one water jump, and straw screen. Distance about 300 yards. Start on Mad Course opposite Judge's box, turn on to Grass Course at flag (rolls removed), and finish on Grass Course as usual.

Mr. J. Johnston, ... 1
Mr. N. H. Rutherford, ... 0
Major the Hon. H. W. Trefusis, ... 0
Mr. W. J. Gudge, ... 0
Mr. G. Badham-Thornhill, ... 0
Hon. F. H. May, ... 0
Mr. H. J. Gudge, ... 0
Mr. W. J. Gresson, ... 0
Mr. E. A. Craig, ... 0
Mr. Johnston was easily. Messrs. Rutherford, Clarke, and Craig were all thrown at the paper obstacle, but no one was hurt.

CORRESPONDENCE.

IMPERIAL SERVICE COLLEGE TRUST.

TO THE EDITOR OF THE "DAILY PRESS."
5, Knapeshorn Place,
S.W., 4th July, 1903.

SIR,—For some time past a scheme for providing efficient, and at the same time, inexpensive public school education for the sons of naval and military officers (including colonial officers) and of members of our civil services, has been under the anxious consideration of an influential committee, of which I have been asked to act as Chairman. There is at the present moment no large public school wholly devoted to the benefit of these services. It is proposed to supply this need by the foundation of an Imperial Service College, the maximum inclusive fees of which shall never exceed £251 per annum; and in which, by sufficient endowments, a liberal provision can be made for those boys whose parents, or parents, could not afford even to pay this moderate amount. Distressing cases of need are common, more especially in the families of deceased officers; and the South African War has left many a widow with but too scanty means for providing her children with such an education as will enable them to make their way in the world. The education to be given in the Imperial Service College is intended to be of a thoroughly practical character; and a special feature will be a "Colonial Side," in which boys will be prepared for practical pursuits in various parts of the Empire.

The creation of such a school must necessarily be beset with enormous difficulties. Land may be bought, buildings may be erected, but the birth of a living school, in full working order, with wholesome spirit and good tradition, is not the work of a day, nor is it solely a matter of money. This difficulty has been met by an arrangement which has been made with the United Services College, whose existing organisation is on the exact lines desired. It is efficient, inexpensive, reserves the rights of its foundation for the sons of service officers, and has an exceptionally efficient headmaster and trained staff of undermasters. It is, however, inconveniently located; and can accommodate but a limited number of boys. The intention is to instal this College in buildings of sufficient capacity, on a well-chosen site within 100 miles of London, capable of accommodating 500 boys, with the requisite staff. The cost of building, equipping and endowing such a school has been carefully calculated; and the scheme is now ready for the precise and economical application of funds for its full accomplishment. I am sanguine enough to believe that the scheme will meet with hearty approval. Detailed information as to plans, estimates, organisation, etc., etc., will be supplied on application to Colonel A. M. Delavay, C.B. (late Assistant Military Secretary for Education), Penryn Lodge, East Twickenham. The Hon. Treasurer is Colonel Sir Reginald Hennell, D.E.O., 1, Whitehall Gardens; and any funds received will be placed under the Trusteeship of the Duke of Westminster, Admiral Sir E. R. Fremantle, G.C.B., and myself.—Yours, etc.,

CHELMSFORD,

Chairman, Imperial Service College Trust.

FOOCHOW.

The following items are from the Foochow echo of the 25th ult.:

The news conveyed in a letter from Kueheng early in the month about a man-eating tiger being about in that district has had the effect of bringing down three sportsmen from Shanghai bent on bagging the noble beast, and it is to be hoped that they will be successful. They arrived per *Hean* on Tuesday and started up the river the same evening for Kueheng.

The growing rice in the extensive plain between the city and the Kushan range was reported in our last issue to be looking healthy and well and this was correct as far as appearance went. There is an abundance of good long straw, but the harvesting reveals a very disappointing state of affairs as regards the grain, inasmuch as little more than half of an average field is being obtained.

The head of the gang of thieves caught last week was allowed to escape in course of being removed from one prison to another, fully proving that whatever progress is being made in other directions reform among the police has not yet set in. However, the same audacious rogue was caught again while on another attempt at robbery in broad daylight, and will, it is hoped, be properly taken care of this time. This re-arrest has led to the discovery of the whereabouts of all the stolen property which will be returned to the owners.

Tea.—Business in Coosoo this week has been restricted to 3,500 half-chests, owing probably to the paucity of the stock on offer. The stock is only 16,480 half chests against 67,735 half chests last year. Oolong is neglected and the accumulated stock of this tea stands at 64,893 half chests against 2,000 half chests at the same date last year. The Export to Europe is 5,268,546 lbs. which is a little under that of last year to the same date.

There has been a good deal of talk lately about cultivating silk in the neighbourhood and there is no apparent reason for its not being one of the industries of the province. The argument that if there had been the slightest chance of success with it we should have had it with us as a trade long ago, may or may not be good. Nobody seems to know whether it has ever been tried.

RAILWAY RIVALRY IN CHINA.

Dr. Morrison writes to the Times under date Peking, June 28th:—

The declaration made by Lord Lansdowne that Sir Ernest Satow was returning to Peking with definite instructions to press for more favourable treatment from China for British railway proposals has given satisfaction. Since I telegraphed on the 8th inst. the position has not sensibly altered, but four definite proposals have been formally presented by Mr. Townley, the British Charge d'Affaires, to Prince Ching and the Wei-wu-pai. These proposals are:

(1) That China shall give a Government 5 per cent. guarantee for the Pekin Syndicate railway already partially constructed from the Wei river, Honan, to Tsechen, the centre of the South Shansi coal measures, on the same terms as have been granted to the Russo-Chinese Bank for the Chingling-Taiyuan railway.

(2) That favourable running powers be granted to the Pekin Syndicate for the transport of minerals from their Shansi mines over the Franco-Belgian Peking Hankow main line as far south as Yen-cheng, including the bridge over the Yellow River soon to be begun. From this it will be seen that the Pekin Syndicate have abandoned their original scheme of connecting their Shansi mines to the Yellow River and their own bridge across the Yellow River to the Yangtze.

(3) That the British and Chinese Corporation and the Pekin Syndicate shall be granted jointly a concession to build a railway from Yencheng aforesaid to Pukow, opposite Nanking, on the Yangtze.

(4) That China shall give an assurance that if she constructs a railway from Hupoh to Sze-chuen and the assistance of foreign capital is required preference for such capital shall be given to the British as first in the field. (Of the four proposals there is no valid reason why China should not accept all; but the third—that for a branch line from Yencheng to Pukow—strong opposition is offered on the part of the French, who allege that it will divert traffic from the main line in which they are interested. Therefore the French Minister has warned China that, if this concession is granted to the British, an adequate indemnity must be paid to the Franco-Belgian syndicate. In view of the fact that China has been compelled to pay £1,250,000 as indemnity to France and Belgium for partial destruction during the Boxer outbreak of 80 miles of the cheaply-constructed railway from Peking to Pootung, the threat from France, especially when the sum to be claimed is not stated, is a very serious matter.

Speaking with authority, I now suggest that a compromise can be arranged whereby French and British railway interests can in some measure cease to be antagonistic. The Franco-Belgian Peking-Hankow railway desire to construct a branch line from Pootung to Tien-tsin in order to secure a transport terminus for their trunk line. As will be remembered, they claimed a right to build this branch under an engagement given by Li Hung-chang to the Belgian Minister on April 9, 1901. The right, however, was challenged, and on April 29, 1902, China signed an agreement with Sir Ernest Satow stipulating that this branch, if ever built, should be built by the Imperial Chinese Railway Administration, and if foreign financial assistance were required application should be first made to the British and Chinese Corporation. On August 11 France assented to this engagement, with a proviso that the clause excluding foreign financial assistance—except from a British corporation—should be held not to apply to the Franco-Belgian syndicate. The result is a deadlock, and the railway is not built yet. Should it be only 100 miles in length it would unquestionably benefit the treaty port, where the British have vast interests. If an understanding could be arranged between the Franco-Belgian and British syndicates interested for the construction of this line, it is confidently believed that the construction of the transverse line from Yencheng to Pukow would disappear, one being conditional on the other.

OUR PARIS LETTER.

Paris, 26th June.

ELECTORAL ECENTRICITIES.

Electoral eccentricities are sometimes carried to a ridiculous degree. The curious banquet which the Mayor of St. Ouen-sur-Iton proposes to give, by way of celebrating the coming *Fete Nationale*, to all his electors, nearly 2,000 in number, ought to ensure him re-election for some years to come. M. Guillemae is able to boast of a record and extraordinary career; he never fears the result of the Municipal elections, as he has always up to the present been re-elected unanimously and that since three-score years. As his guests arrive inside the "banqueting hall," they will be classified into three groups: at one of the tables will sit the veteran voters, men between 60 and 90; at another, those from 40 to 60; the last table being reserved for boys of 30 and under. The condition imposed, that each guest will take away his knife, fork, and spoon, and as much food and drink as he can carry inside himself, or even inside his pockets; hands are to remain empty.

THE WEATHER.

Summer heat has set in with a vengeance during the last few days, and the metropolis has been rendered uncomfortable in which to dwell. Panama hats—which every one wears, for they suit both sexes equally well—are very "refreshing," so are white waistcoats and linen and alpaca suits and dresses. The tops of 'buses and trams are crowded, so is the *infernal* or outside seat of suburban trains. The Hautes Contrées look remarkably attractive; cherries, strawberries, and other seasonal fruits and vegetables coming in from all parts, thus making up for lost time. The country has greatly improved since the fierce solar rays followed the deluvial rain, thus curing many evils.

BALLOON ASCENT AT NIGHT.

The difficulties, not to say perils, of night ascensions have yet to be conquered by M. Stanislas-Dumont, who is restless in his quest for fame. Not being able to sleep, owing to the sultry weather, he decided a few evenings ago to astonish Parisians by attempting an ascent in the dark. Providing his airship with two very powerful acetylene lamps, he left his balloon-shed shortly after midnight, confident of once more achieving a record success, but fate on this memorable occasion ruled otherwise. He had scarcely begun circling round in his usual way, than he came in contact with some chimneys, and had other narrow escapes from trees. This was enough, and the aeronaut wisely decided to cut short his experiment, coming to the conclusion that night-time is not altogether suitable for navigable ballooning—as yet at least. His descent, like his departure, was hailed by cheers from a large crowd who felt very disappointed at not having been able to distinguish anything beyond the two shining lights; yet the balloon was only 100 feet above them.

BRITAIN'S FISCAL POLICY.

Mr. Chamberlain's new fiscal policy is causing a great deal of interest in France, and the Protectionist party is closely watching developments in England in consequence. It was only natural that the Colonial Secretary's proposals would draw out M. Yves Guyot and invite him to say a few words on Protection. "Not only does Protectionism plunge the country which adopts it into a war of tariffs with all other countries," remarks M. Guyot, "but even within the country it rouses a spirit of antagonism in every district which thins itself sacrificed to other districts, and in every industry which demands to be protected over and above other industries, and at their expense. In fact, under Protectionism, economic rivalry gives place to political rivalry." M. Yves Guyot further tells us that the Protectionist spirit rouses France into sections. It is mere delusion to suppose that differential tariffs draw closer the bonds of solidarity between the United Kingdom and the self-governing Colonies, as every colony believes it is sacrificed to the other. These views as expressed by such a well-known and clear-headed man, who always thought and wrote like a Briton, ought to carry weight; he is as well-known in England as in France, but meets with more sympathy at the hands of the English than at those of his own countrymen, for whom he is too English—his only fault.

FRENCH MOTORISTS.

The solving of the police difficulty in the Gordon-Bennett race, has not been followed by anticipated results so far as France is concerned. The number of French visitors to Ireland shows no signs of increasing; nor is there any very marked enthusiasm displayed on the occasion of the International Cup. Despite all the efforts made by the Automobile Club of this City to create and increase interest, competitors remain few. The fact that it is necessary to undergo two ten-trips in order to reach the scene has discouraged a great number of people; besides the unpleasant memories of the shocking Paris-Madrid race are still too green; the calamity has damped the spirits of more automobilists than was at first imagined. The few that will compete have brought over with them some very powerful cars, which ought to give a good account of themselves during the exciting race.

THE PRESIDENT AND SCOTLAND.

Much as M. Loubet would have wished to do so, he cannot be expected to achieve the impossible. His time is ever limited, hence he has had to "decline with thanks" the invitation of the Edinburgh Corporation to be one of the Scottish welcome came too late. No French ruler, strange to say, ever visited Bonnie Scotland, although it sheltered plenty of exiles of the Royal House of France. The French President who is a well-read man is also well aware that several Scottish Queens were Frenchwomen, and that the alliance between the two countries is of old standing. The visit to *Edo* is only a

postponed pleasure, like those to other parts of the United Kingdom.

THE PREMIER.

The President of the Chamber of Deputies is anything but a happy man; though a strong advocate of peace and concord himself, he has almost given up all hopes of converting the other members to the same "religion." Beyond a week's order, nothing is certain. French deputies, like Irishmen, are never more in their glory than when quarrelling, and of late striking; their character seems to become more and more inflammable, and as for being roused to passion, the least remark, or the smallest insignificant incident, suffices to make them put on the war-paint and feathers. The re-election and appearance of M. Syveton as leader of the Nationalists last Monday was enough to provoke a general disturbance. He insisted on taking his seat before his election had been reported; this breach of political law gave rise to the wildest scenes, in which other peace-disturbers joined. While the tumult was going on, M. Combes rang his bell, but the latter has long ceased to act as a restorer of order, and both are laughed at, finally M. Syveton was allowed to retain his seat and the Chamber resumed its quiet aspect.

CREMATION IN FRANCE.

France considers herself as the pioneer of cremation. Certainly she has done more to promote cremation up to the present, than any other country; she is far ahead of Great Britain, as statistics attest. The number of dead bodies cremated in France in 1902 was 29,470, as compared with 2,527 in the United Kingdom. The United States ranks as second to France, with 15,984 bodies. Italy next with 4,383. There are 90 crematoria in existence in the world now. From a sanitary point of view, cremation ought to be more generally encouraged, especially since fees have been reduced. The idea is still horrible to many people, but the thousands and thousands of acres of land that could be "economised" and turned to good account by farmers were cremation to become more popular, is wonderful to calculate. For all that, burial will never be dispensed with, though detrimental to the health of inhabitants.

EXPLANATION OF THE RELIGIOUS ORDERS.

The Yellow-book just issued dealing with the explanation of the religious orders from this country contains nothing absolutely new. It is merely a collection of the diplomatic papers exchanged between the French Government and the important subject, which continues to excite so much disturbance. M. Nisard, French Ambassador at the Vatican, writing at the beginning of January, 1903, stated that the Pope had given instructions to the Papal Nuncio in Paris to prevent the spread of political agitation among French bishops; while at the close of the same year, His Holiness wrote to Cardinal Richard condemning the Bill dealing with the matter. Cardinal Rampolla blames the French Government for having put such a misinterpretation on what the Pope had written, which was altogether misunderstood in France. To attempt to put pressure on the French Parliament never entered the head of His Holiness. However, the relations between the French Government and the Vatican have been none too cordial for some time, and it is to be hoped that the state of affairs will not be further complicated by insisting on the Pope receiving M. Loubet, when in Italy. His Holiness's refusal is likely to cause greater friction.

THE KHEVIE.

The Khedive's passing visit through Paris was short and sweet; there is no doubt but that the detectives told off to watch over his safety were as zealous in the execution of their duties, and allowed His Highness to do more as he liked, he might have stayed longer. The Khedive, who loves freedom of action above all things, kept his bodyguard well employed watching after empty carriages; they were tricked on several occasions, thanks to the agility with which their "charges" entered cabs and got out of the other side unperceived. One could not suppose a smile at reading of the various subterfuges adopted by the young ruler of Egypt, who paid all the detectives in a princely manner none the less. He feels more at home in London, where he has safely arrived and been warmly welcomed by those who did so much for his country.

AN ENGLISH LEVIATHAN AT MARSEILLES. Quite a handsome collection could have been made had the captain of the monster English cargo-boat *Jason*, which arrived a few days ago at Marseilles, charged fifty centimes (5d.) or even less than 10 cents to all carriages going on board the levitation for carrying a case. Never to the recreation of the inhabitants of Marseilles did such a grand vessel ever honour them with a visit. No sooner did she enter the port than she was surrounded by thousands anxious to catch a glimpse at the *Jason*; her immense size and numerous masts alone commanded attention, and sufficed to attract. Powerful as the French mercantile marine is, she cannot boast of numbering among its fleet a vessel of 13,000 tons, with some 10,000 tons of cargo on board, a crew of 68, and close upon 600 passengers. The sight of so huge a ship has impressed the French immensely, and done their "tysie" good; they will not be in such a hurry in future to "crack up" their own cargo-boats, as mere cockle-shells by the side of the English vessel. The proceeds of the collection could have gone towards laying down the keel for a French *Jason*!

CYCLE RACES.

The weather being superb, the Paris Velodrome was crowded last Sunday to excess by cosmopolitan visitors, anxious to see the International Cyclists' Grand Prix Race. The contest was very exciting, though disappointing to many in respect. The defeat of the favourite, a Danish racer, who dropped out at the final lap, partly through his own fault, having shown unwillingness to take a head until too late, was unexpected by sportsmen. The race, which was about 1,600 yards in length, was won by the Dutchman Meyer, the Continental Champion (who won the same event last year) in 5m. 47.4-sec. Thrown off his guard by the sudden crawling pace of the Dutchman, the other two competitors also reduced their speed. It was then that Meyer suddenly set up a fierce pace, which his rivals were unable to follow, and won the race.

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QUESTIONS ON THE FAR EAST IN PARLIAMENT.

RAILWAYS IN CHINA.

On June 29th Sir C. Dike asked the Under Secretary for Foreign Affairs whether the negotiations commenced four years ago by the Pekin Syndicate to obtain permission to construct a railway to the Yangtze River had advanced beyond the recognition of the claim 12 months ago by Prince Ching to Sir Ernest Satow, if so, what was the present state of the negotiations?

Viscount Cranborne: The reply to the first part of the question is in the affirmative, but the negotiations which are proceeding with the Chinese Government in regard to this as to other railway questions are not yet concluded. I am afraid I am not able, at this juncture, to give any particulars as to the present state of the negotiations.

Sir C. Dike asked the Under Secretary for Foreign Affairs whether the German Government claimed the monopoly of railway construction in the valley of the Yellow River on account of its being within the *hinterland* of the Province of Shantung; if so, whether His Majesty's Government recognised such right?

Viscount Cranborne: The condition of the British and German Syndicates interested in the development of the valley of the Yellow River and its communications towards the South is described in the Parliamentary Paper, China, No. 1, 1899, p. 214. I have nothing to add, in explanation of the attitude of the German Government and of His Majesty's Government, to what is contained in those papers.

CHINESE CUSTOMS IN MA-CHOW.

On July 1st, Sir C. Dike asked the Under Secretary for Foreign Affairs whether any arrangements had yet been made for collecting Chinese Customs duties on goods entering Manchuria which had been landed at Dally, or which was refused in Newchwang?

Viscount Cranborne: At present goods entering China via Dally have free entry, but His Majesty's Charge d'Affaires at Peking has reported that an arrangement has been practically concluded by which a Customs house would be established at Dally on the same conditions as that at Kiacow. This means that goods imported via Dally would pay the same duties as at Newchwang.

SHARE REPORT.

Messrs. Erich Georg & Co. say in their weekly share list, dated Hongkong, 1st August:—As the depression in our market continues in sympathy with the state of affairs in the North, little in the way of business has come under our notice and there is consequently little of interest to chronicle. The rates on Shanghai have improved to 7 1/4 for a 7 1/4, and have improved to 7 1/4 for a 7 1/4.

THE 725 for a three days' sight private paper. BANKS.—Small transactions in Hongkong and Shanghai have been reported at 88 1/2, leaving the market with sellers at 88 1/2. The London market has gone up to 2 1/4. The half-yearly report for the period ending 30th June, 1903, of this Bank has appeared in print, from which we take the following figures:—The net profits (inclusive of £1,435,472 7/2 balance brought forward from last account) show the result of £3,590,688.17. The directors recommend the transfer of £500,000 from the profit and loss account to credit of silver reserve fund, which will then stand at £6,000,000; write off Bank premises account £6,000,000; to pay a dividend of thirty per cent. of £200,000, to exchange of 1s. 6d. the sum of £8,444,000 (approximately \$15,000,000) as remuneration to directors and to carry forward the balance of £1,435,688.17 to new account. The meeting will be held on the 15th August, 1903, at noon; the register of transfers will be closed from 1st to 15th August, both days inclusive. National are in demand at 227.

MARINE INSURANCE SHARES.—Unions have sold at \$600. China Traders were dealt in from \$63 down to \$62 which is the last sale reported. North China and Yangtze are steady at quotations and Cansons have small buyers at \$88.

SHIPPING SHARES.—Canton and Macao may be placed at \$3. Indo-Chinese have ruled very quiet during the week, gradually receding in price; there are local sellers at \$94, probably one point lower, whilst the latest quotation from the North is 7 1/4. 6 1/4 quiet (equal to about \$93 1/2). D. Hughes changed hands at \$40, and 41, closing quiet at the latter rate. Shells were done at £1. 2s. 6d. to £1. 4s. 6d., closing with sellers at £1. 4s.

RAFFINERIES.—China Sugars, after receding to \$92, were bought at \$93 to \$94 and \$94, at which latter rate there are further buyers.

MINTING SHARES.—Nothing new has transpired.

DOCKS, WHARVES AND GODOWNS.—Whampoa Docks have advertised their ordinary half-yearly meeting of shareholders for Monday, the 24th August, at noon. The transfer books of the Company will be closed from the 10th to 24th August, both days inclusive. Shares have ruled weak and close with sellers at 2 1/2, whilst buyers keep aloof in the expectation of lower rates. Kowloon Wharves have buyers at \$88; New Amoy docks are in demand at \$37 1/2, and

Farnham, according to latest telegraphic advice from the North, have buyers at 15 1/2.

LANDS, HOTELS AND BUILDINGS.—Land investment shares are wanted at \$155 or the interim dividend of \$5 paid on the 28th inst. West Pointers quiet at \$50; or interim dividend of \$1.50 paid on 28th July. Hongkong Hotels are on offer at \$12.

CORPORATE MILLS.—No change in the business reported.

IRISH-CHINESE.—Very little under this heading has transpired. Ties are in demand at \$250 or the dividend of \$4 paid on July the 28th, and Steam Water-boats have advanced to \$144. William Powell, Limited, have issued their report for the second ordinary general meeting of shareholders to be held on 5th August, 1903, at noon. The profit and loss account, including the sum of \$4,182.85 brought forward from 30th June, 1902, shows a credit balance of \$25,961.39 which the directors propose to appropriate as follows: to pay a dividend of 10 per cent. amounting to \$12,000.00, write off stock on hand \$7,000.00, write off fixtures and fittings \$1,565.85, write off goodwill \$1,265.40, write off bad debts, \$371.74 and to carry forward to new account \$1,757.42.

LATEST STEAMER MOVEMENTS.

The N. D. L. steamer *Kiandachou*, carrying the German Mail with dates from Berlin of the 7th July, left Shanghai on Friday, at noon, and may be expected here on or about Tuesday afternoon.

The Imperial German mail steamer *Prinz Heinrich* left Shanghai, via Foochow, on the 1st inst., at 6 a.m., and may be expected on the 5th inst., a.m.



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A CHEE & CO. Established 1859.
Every Household Requisite. Depot for
Furniture, Carpets, Rugs, and Accessories.
17a, Queen's Road Central.CHEONG LEE & CO., Furniture Store.
Established over 20 years. Importers and
Exporters, Teakwood Furniture, Black-
wood, Jewellery, &c., highest grade,
best and cheapest. 8, Queen's Road
Central.

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MAISON LEVY HERMANOS
Diamond Merchants and Watchmakers, 40
Watson's Building, Queen's Road. Also
at Shanghai, Manila, Paris and Hanoi.

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Browns and Crayon Enlargements and
also colouring Photos and relief Photos.
Views of China and Manila. Work
done for Amateurs; No. 8a, Queen's
Road Central.

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"DAILY PRESS" OFFICE
Prints and Englishmen.

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Navy Contractors, Sailmakers, Provision
and Coal Merchants, Sole Agents for
Hartmann Rahjen's Genuine Com-
position Red Head Brand.BISMARCK & CO.,
Navy Contractors, Ship Chandlers,
Provision and Coal Merchants, Sail-
makers, &c. Fresh Water supplied to
Vessels in the Harbour.KWONG SANG & CO.,
Shipchandlers, Sailmakers, Provisioners,
Coal Merchants, Hardware, Engineers,
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Shipchandlers, Sailmakers, Riggers,
Commission Agents and General
Storekeepers; Sole Agents for
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Sponges & Co.'s Composition.

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DROZ & CO.,
14, Queen's Road Central. Repairs of
Watches and Clocks by competent
European experts at moderate rates.

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THE HONGKONG ICE COMPANY, LTD.,
have now 40,000 cubic feet of Cold
Storage available at EAST POINT. Stores will
be open at 10 A.M. and 4 P.M. daily, Sundays
excepted, to receive and deliver perishable goods.
Wm. PARLANE, Manager.
Hongkong, 18th November 1901. [65]E. J. REMEDIUS,
FOREIGN AND COLONIAL STAMP
DEALER.
No. 39, WYNDHAM STREET, HONGKONG.
Will be glad to send STAMPS on approval
to any address on receipt of satisfactory refer-
ence.Is also prepared to purchase used POSTAGE
STAMPS in Large or Small Quantities for Cash.
AGENTS WANTED.
15 to 25 per cent. Discount Allowed. [1586]

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CONTAINING Articles of Special Interest.
Profusely Illustrated, descriptive of the
people, Customs, &c., of the Far East.
The kindly Frater criticisms, both Continental
and American, that the production of this
Magazine has evoked is eloquent testimony of
the sterling merit of the publication.Price \$1.50.
On Sale at "NORTH CHINA HERALD"
OFFICE, Shanghai.
Messrs KELLY & WALSH,
Hongkong;
and all leading Booksellers in the Far East
Hongkong, 14th February, 1903.

NOTICE

WANG HING,
JEWELLER,
has REMOVED to No. 10, QUEEN'S ROAD
CENTRAL (opposite Messrs. KELLY AND
WALSH) and has also kept his old Shop as a
Branch Establishment, named WANG HING
& CO.
Hongkong, 23rd March, 1903. [14726]

TO LET.

18, ROBINSON ROAD.
Apply to—
AHMET RUMJAHN,
62, Queen's Road.
Hongkong, 1st July, 1903. [1896]

TO LET.

FROM August 25th, COSMOPOLITAN
HOUSE (Unfurnished). 13 Large
Rooms, Kitchen, etc., etc.
Apply—
MANAGER,
Wm. Powell, Ltd.
Hongkong, 30th June, 1903. [1897]

TO LET.

"STONYHURST" MAGAZINE GAP.
This Bungalow to let from 1st August.
Apply to—
THE HONGKONG LAND INVEST-
MENT AND AGENCY CO., LD.
Hongkong, 31st July, 1903. [2164]

TO LET.

ONE GODOWN, No. 2, MATHESON
STREET, Wanchai.
No. 5, STEWART TERRACE, PEAK,
Furnished, from 5th June to 31st August, 1903.
For terms and particulars, apply to—
Linstead & Davis.
Hongkong, 3rd July, 1903. [1046]

10 LET

TO LET.

FLATS in MORETON TERRACE,
CAUSEWAY BAY, facing the Polo Ground.
No. 2, RIFON TERRACE (in FLATS).
GODOWN at BOWENSTON (PRAYA
EAST).
HOUSES in LEIGHTON HILL ROAD.
Apply to—
THE HONGKONG LAND INVEST-
MENT AND AGENCY CO., LD.
Hongkong, 8th June, 1903. [71]

TO LET.

2ND FLOOR, No. 35, QUEEN'S ROAD
CENTRAL; suitable for Office.
Apply to—
WING CHEONG,
25, Queen's Road Central.
Hongkong, 10th July, 1903. [1981]

GODOWN TO LET.

No. 155, PRAYA EAST. Spacious Two-
storied Godown. Suitable for Yarn or
Cans.
Apply to—
THE HONGKONG LAND INVEST-
MENT AND AGENCY CO., LD.
Hongkong, 11th July, 1903. [1988]

TO LET—WITH IMMEDIATE POSSESSION.

TWO SUITES OF ROOMS in the Ground
Floor of the Hongkong Club Annex,
suitable for Offices.
Apply to the undersigned.
C. H. GRACE,
Secretary.
Hongkong Club.
Hongkong, 18th June, 1903. [1757]

TO LET.

GROUND and 2ND FLOORS of No. 3,
OLD BAILEY.
No. 10, SEYMOUR TERRACE.
No. 24, CAINE ROAD.
And others to suit various requirements.
S. A. SETH,
Land and Estate Broker.
Hongkong, 29th July 1903. [1396]

TO LET.

TWO SPACIOUS GODOWNS—Nos. 95
and 96, PRAYA EAST.
Apply to—
H. N. MODY,
Victoria Buildings.
Hongkong, 2nd December, 1902. [82]

TO LET.

ONE FIRST-CLASS SPACIOUS
GODOWN at West Point.
Apply to—
"GODOWN,"
Care of Daily Press Office.
Hongkong, 16th June, 1903. [1719]

TO LET.

No. 1, BARROW TERRACE, Kowloon.
Apply to—
SAM WANG LAND INVESTMENT
AND AGENCY CO., LD.
Hongkong, 25th July, 1903. [2113]

TO LET.

ONE ROOM, suitable for an Office, opposite
the Banks.
Apply—
H. C.,
Care of Daily Press Office.
Hongkong, 28th July, 1903. [2025]

TO LET.

THE GROUND FLOOR, No. 54, CAINE
ROAD.
Apply—
X. X.,
Care of Daily Press Office.
Hongkong, 30th July, 1903. [2150]

TO LET.

No. 1, CAMERON VILLAS (PEAK).
A Six-Roomed Bungalow in first-class
condition.
Apply to—
Linstead & Davis.
Hongkong, 24th June, 1903. [1818]

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"COOMBE" MAGAZINE GAP.
Available from 1st April.
Apply—
Daily Press Office.
Hongkong, 16th February, 1903. [542]

TO LET.

TWO SPACIOUS NEW GODOWNS,
very suitable for Dry Goods.
Apply to—
W. LISAUGHT,
153, Wanchai Road.
Hongkong, 15th April, 1903. [1153]

TO LET.

No. 2, "MAGDALEN TERRACE,"
MAGAZINE GAP.
Apply to—
SPANISH PROCURATION.
Hongkong, 1st July, 1903. [73]

"TANG YUEN."

BOARDING ESTABLISHMENT.
SUMMER RATES. European Super-
vision. Excellent Cuisine and Accommodation.
Apply—
MANAGERESS,
Macedonell Road;
or
FAIRALL & CO., Queen's Road.
Hongkong, 2nd March, 1903. [651]

M. MATHABY.

PRIVATE BOARD AND RESIDENCE.
14, QUEEN'S ROAD CENTRAL
(Entrance by Zetland Street).
Opposite Messrs. Kelly & Walsh, Booksellers.
Hongkong, 11th July, 1903. [1987]

BOARD AND RESIDENCE.

MRS. GILLANDERS,
"GLENWOOD,"
21, CAINE ROAD.
Hongkong, 20th March, 1903. [915]

BOARD AND RESIDENCE.

COMFORTABLY FURNISHED
ROOMS, with Board.
Apply to Mrs. MATHER,
2, Fodder's Hill
Hongkong, 1st January, 1892.

HAMBURG LETTER.

[FROM OUR CORRESPONDENT.]

Hamburg, 30th June.
The elections for the Reichstag which were
going on at the time of my last letter have
resulted in the return of three social democrats
in spite of most strenuous exertions by the
parties of order. "They can no longer be
accused of supineness, since 82 per cent. of the
total number of electors were polled.
But to go on with Professor Brentano's
paper; he produces the following table, calculated
in millions sterling:

total number of electors were polled.

But to go on with Professor Brentano's paper; he produces the following table, calculated in millions sterling:

Imports from—Exports to	Imports from—Exports to
Foreign Countries	British Colonies
1890... 354	96
1891... 336	95
1892... 326	98
1893... 313	92
1894... 314	94
1895... 321	95
1896... 348	93
1897... 357	94
1898... 371	100
1899... 378	107

in order to show that the trade of Great Britain
with her colonies is barely one-third of that with
other countries and further that whereas im-
ports from the latter have during the above
period increased 16.5 per cent. and exports to
them 1.9 per cent., imports from the colonies
are only 11 per cent. more whilst the
exports have remained stationary; in fact
if the year 1899 be left out, when the war in
South Africa may have affected both exports and
imports, there is no increase apparent. There-
fore British trade with the rest of the world is
not only three times as important as that with
her dependencies but has also developed more
rapidly. The colonies have long felt this and
in order to encourage trade with the mother
country, Canada a few years ago granted her
preferential rates, an example which the
Australian commonwealth and other colonies
soon more or less inclined to follow. But in
return they expect their exports to be favoured
in a similar manner, but as they consist chiefly
of foodstuffs and other raw produce which
enter the U. K. duty free, it would for
that purpose become necessary to impose
duties, and the extraordinary spectacle
would then be witnessed of the mother
country taxing her food supplies, not for the
benefit of the British farmer, but for that of his
colonial competitor. The Professor says that
he has already on a former occasion pointed out
the mistake of considering the imposition of a
duty on corn as a return to the old mercantile
system. It was in the first place a financial
measure, but the underlying idea was to
obtain an object of barter with the colonies;
the first step taken, successfully, others would
speedily follow. The compensation offered by
the colonies in the shape of a partial reduction
of the duties on goods imported from Great
Britain is of doubtful value, as owing to the
sparseness of their population, their require-
ments as seen above are limited.The question arises, Are the English people
willing to make the sacrifice demanded of
them? Mr. Chamberlain admits that if they
are not his scheme fails to the ground, but he
holds out a sop to the labouring classes, who
would naturally suffer most by a duty on
breadstuffs, &c., by promising them that the
proceeds shall go to the creation of an "old-
age pension" fund. In this he is more
generous than the German agrarians whom he
copies, for they only purpose devoting one-
tenth to that object. What, however, will
become of the pension fund, which is to be
dependent on the import duties, if the
latter, as the supplies from the colonies
increase and perhaps in the course of
time monopolise the British markets
altogether, gradually grow less and less? No
wonder, therefore, that the working classes
express little sympathy with Mr. Chamberlain's
plans, nor do the middle classes seem more
disposed to support them. It has already been
shown that the excess of imports over exports
has been growing rapidly in the U.K. during
the last fifty years. The difference has not been
paid for in cash, as the imports of bullion into
the country have somewhat exceeded the
exports, particularly during the last twenty
years, but must be considered apart from
commissions and freights, &c., earned by the
British merchant and shipowner, as a payment
in kind of the interest due on English capital
invested abroad. The British capitalist
occupies a similar position to that of the Irish
absentee landlord, whose rent was paid by
increased exports whilst the native industries
sickened and died for lack of custom and the
British manufactures supplied the wants of the
absentees.The effect of a protective tariff would be to
reduce the income derived from foreign invest-
ments by the amount of duty levied in goods sent
in payment thereof; the capitalist would there-
fore get a poorer return from the money placed
already and his purchasing power of British
manufactures would diminish in proportion.
It having been computed that the total amount
due from abroad for interest on British capital
is in round numbers 100 millions sterling,
any falling off must be severely felt at home.
So far the British capitalist seems to have pre-
ferred non-British countries to the colonies for
investing his money, but even if it be part of
Mr. Chamberlain's scheme to change this, the
colonies are not at present in a position to use
such vast sums. It is therefore easy to understand
why the middle classes show so little enthusiasm
for a change in the fiscal policy of the country;
still where national sentiment and popular
passions are appealed to, it is difficult to gauge
even at the final issue.Should Mr. Chamberlain succeed in carrying
out his plans, it would revolutionise trade, and
Germany too would suffer, for no other country
does she export such quantities of goods as to
Great Britain, although a great proportion
of them are shipped in transit. The worst,
however, would be the creation of another
great protectionist state, containing some
of the greatest markets in the world for the
sale of its goods and industries which
in many branches still defy competition.
We should see a number of states, hedged in
by high protective tariffs, warring commercial
wars with each other. The inhabitants would
be compelled to supply their wants by buying
home-made goods at prices a little below the
cost-price of foreign ones plus the duty; the
profits manufacturers would thus make in the
home trade would enable them to sell their
goods at reduced rates in foreign markets.
Monopoly prices would rule everywhere,
checked only to some extent by cheap offers
from abroad. Competition between the different
countries would grow keener than ever. Vast
trusts and combines would be the natural out-
come, but only the most intelligent manage-
ment of such would enable a country to hold its
own in the struggle.The professor, however, is of opinion that too
many interests are jeopardised for Mr. Cham-
berlain's ideas to be adopted in their entirety;
something else may result from them. Mr.
Chamberlain and Mr. Balfour having both
directed the attention of their audiences to
the danger of the American trusts and German
cartels, which allowed manufacturers to sell
cheaper in the English markets than at home,
and suggested special duties on such articles
as the only means of banking this unfair com-
petition, the idea elicited general applause.
A further and development application of the
principle of surtaxes, as adopted by the con-
ference on sugar-bounties, held at Brussels,
would deal a death-blow to protectionism and
most ultimately lead to general free-trade.

INTERNATIONAL HAIR-DRESSING SALOON.

The undersigned has purchased the above
business, and will henceforth carry on
same on his account.
HAIR-CUTTING, SHAVING, &c., executed
at reasonable rates by experienced barbers.
Boots, Shoes, Manila Uppers and Oiled
in sale at very moderate prices. Shortly
expected a large consignment of best Perfumery
and Toilet Requisites from London, Paris and
America which will be offered on sale at very
cheap prices.
V. ATIENZA.
Hongkong, 9th July, 1903. [1967]

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CODE WORD: "DOCK" NAGASAKI.
A.I. & C.C. Scott's and Engineering Code
Used.
DOCK No. 1 (at TATEGAMI).
Extreme Length... .. 523 feet.
Length on Blocks... .. 513 "
Width of Entrance on Top... .. 89 "
Width of Entrance on Bottom... .. 77 "
Water on Blocks at Spring Tide... .. 261 "DOCK No. 2 (at MUKAJIMA).
Extreme Length... .. 371 feet.
Length on Blocks... .. 350 "
Width of Entrance on Top... .. 65 "
Width of Entrance on Bottom... .. 22 "
Water on Blocks at Spring Tide... .. 22 "
PATENT SLIP (at KOSUGI).
Can take vessels up to 1,000 tons gross.THE WORKS are well equipped with the
LATEST IMPROVEMENTS and can
execute any kind of work in SHIPBUILD-
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If it is true that health is wealth,
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Where you can get good drink I guess,
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Our list of drinks will you amuse.
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Factory & Office—West Point; Telephone 367
Depot—Ice House Street; Telephone 374.Novel Specialities: Best in the Far East.
Refreshing and invigorating drinks of the
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LIGHT SUMMER SHIRTS, HATS, HALF HOSE, BOOTS, &c., &c.

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to have you inspect these PORCELAIN CIGAR CASES.

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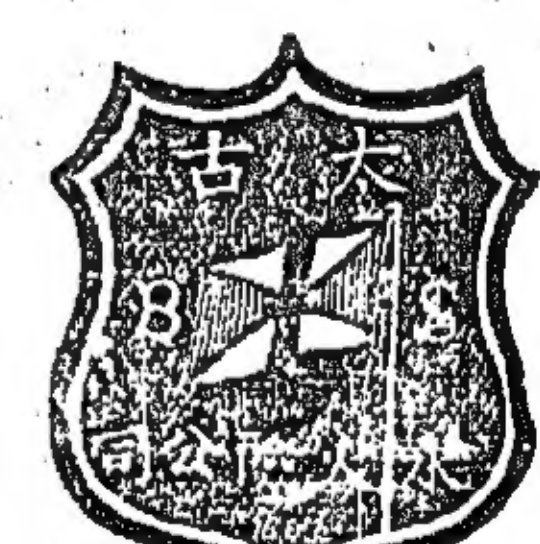
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PALATINE

ORIENT

Hongkong, 10th June, 1903.

[1319-2]

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N. INUZUKA, Manager, Hongkong.When Your Joints
Are Stiffand muscles sore from cold or
rheumatism, when you slip and
sprain a joint, strain your side
or bruise yourself, Perry Davis'
Painkiller will take out the
soreness and fix you right in a
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Painkiller

[1132-1]

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UTTERFIELD & SWIRE	1st September.
UTTERFIELD & SWIRE	5th September.
UTTERFIELD & SWIRE	20th September.
UTTERFIELD & SWIRE	6th inst. at Noon.
UTTERFIELD & SWIRE	12th inst.
UTTERFIELD & SWIRE	26th inst.
UTTERFIELD & SWIRE	12th September.
UTTERFIELD & SWIRE	23rd September.
UTTERFIELD & SWIRE	7th October.
UTTERFIELD & SWIRE	About 16th inst.
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UTTERFIELD & SWIRE	About 8th inst.
UTTERFIELD & SWIRE	About 26th inst.
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UTTERFIELD & SWIRE	10th inst.
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UTTERFIELD & SWIRE	14th inst.
UTTERFIELD & SWIRE	16th inst.
UTTERFIELD & SWIRE	15th inst. at 4 P.M.
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UTTERFIELD & SWIRE	7th inst. at Noon.
UTTERFIELD & SWIRE	18th inst. at Noon.
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SAKA SHOSHEN KAISHA	9th inst.
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KISEN KAISHA	6th inst., 11 A.M.
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BERDINE, MATHESON & Co.	To-morrow, Noon.

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Superintendent.

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9

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 10,000 Horse-Power—Speed 18 knots.
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Postler Street.

C STEAMSHIP CO.

ND SEA PORTLAND, OREGON

TO SAIL ON	
Wingsworth	August 14, 1903
Waven	September 13, 1903
Wren	October 14, 1903

Best Points and all Eastern, Canadian and
 and further information, communicate

EMERON, GENERAL AGENT.

[14]

**CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.**

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG.

[illegible]

Steamers marked * have no passenger accommodation.

TO THE PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

DODWELL & COMPANY, LIMITED,

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

The Co.'s new Steamers are specially designed for the coast trade of South China and

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(THE JAPAN MAIL STEAMSHIP COMPANY).
PROJECTED SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

BOMBAY MAIL..... } MOJI KOBE and YOKOHAMA } FRIDAY, 7th Aug.
T. Murai..... } at Noon

Through Passenger Tickets issued to the Principal Cities in the United States, Canada

T. S. TAKAYANAGI, Acting Manager. [9

OSTASIATISCHER FRACHTDAMPFER DIENST.

PROPOSED SAILINGS FROM HONGKONG.

ADENIA HAVRE and HAMBURG On 12th Aug. Freight.
Capt. Rörden (Calling at Singapore and Penang) ...

Capt. Mayer	(Calling at Singapore and Penang)...	On 12th Sept.	Passengers.
NDALUSIA	HAVRE and HAMBURG		

for Further Particulars, apply to

131 QUEEN'S BUILDINGS, No. 1.

OCEAN STEAM SHIP CO., LD.

CHINA MUTUAL STEAM NAVIGATION CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

FROM	STEAMERS	TO
GLASGOW and LIVERPOOL	"TEUCER"	On 30th July.
GLASGOW and LIVERPOOL	"NINGCHOW"	On 8th August.
GLASGOW and LIVERPOOL	"KINTUCK"	On 13th August.
GLASGOW and LIVERPOOL	"PINGSUEY"	On 20th August.
GLASGOW and LIVERPOOL	"GLAUCUS"	On 26th August.
GLASGOW and LIVERPOOL	"DEUCALION"	On 4th September.

HOMEWARDS.

FROM	STEAMERS	TO
MARSEILLES, LONDON and ANTWERP	"STENTOR"	On 4th August.
MARSEILLES, LONDON and ANTWERP	"TYDEUS"	On 18th August.
MARSEILLES, LONDON and ANTWERP	"DIOMED"	On 20th August.
MARSEILLES, LONDON and ANTWERP	"NESTOR"	On 1st September.
MARSEILLES, LONDON and ANTWERP	"KINTUCK"	On 15th September.
MARSEILLES, LONDON and ANTWERP	"PINGSUEY"	On 22nd September.
MARSEILLES, LONDON and ANTWERP	"GLAUCUS"	On 29th September.

TRANS-PACIFIC SERVICE.

FROM	STEAMERS	TO
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE & YOKOHAMA.	"NINGCHOW"	On 10th August.
	"DEUCALION"	On 6th September.

The s.s. "AJAX" left Victoria (B.C.) on the 16th inst. for Japan and Hongkong.

For Freight, apply to BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 30th July, 1903.

[10-12]

CHINA NAVIGATION CO. LIMITED.

FROM	STEAMERS	TO
SWANSHAI	"SINGAN"	On 3rd August.
MANILA	"HUNAN"	On 5th August.
MANILA	"TSINAN"	On 10th August.
PORT DARWIN, THURSDAY, ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"TSINAN"	On 10th August.
	"SUNGKIANG"	On 12th August.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 3rd August, 1903.

[11]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE. STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

STEAMERS	SAILING DATES
PRINZ HEINRICH	THURSDAY 6th August
SACHSEN	THURSDAY 20th August
* KIAUTSCHOU	THURSDAY 3rd September
BAYERN	THURSDAY 17th September
ZITEN	WEDNESDAY 30th September
SEYDLITZ	WEDNESDAY 14th October
ROON	WEDNESDAY 28th October
PRUSSSEN	WEDNESDAY 11th November
* HAMBURG	WEDNESDAY 25th November
PRINZ HEINRICH	WEDNESDAY 8th December
KONIG ALBERT	WEDNESDAY 22nd December

STEAMERS	SAILING DATES
* KIAUTSCHOU	WEDNESDAY 6th January
SACHSEN	WEDNESDAY 20th January
BAYERN	WEDNESDAY 3rd February
SEYDLITZ	WEDNESDAY 17th February
ROON	WEDNESDAY 3rd March

* Steamers of the Hamburg-Amerika Linie.

ON THURSDAY, the 6th day of August, 1903, at Noon, the Steamship "PRINZ HEINRICH" of the NORDDEUTSCHER LLOYD, Captain R. Helms, with MAIL, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon on TUESDAY, the 4th August, Cargo and Specie will be received on Board until 5 P.M. on WEDNESDAY, the 5th August, and Parcels will be received at the Agency's Office until Noon on WEDNESDAY, the 5th August.

Content: (1) Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels will not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardesses.

Linen can be washed on board.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 3rd July, 1903.

[15]

TOYO KISEN KAISHA

MANILA LINE.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivalled Speed. Fitted throughout with Electric Light. Doctor and Stewardesses carried.

Steamship	Captain	Tons	Sailing Date
"ROSETTA MARU"	H. S. Smith	3376	Thursday, 6th August, at 11 A.M.
"ROHILLA MARU"	E. P. Bishop	3369	Tuesday, 11th August, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.

Hongkong, 14th July, 1903.

K. NAKASHIMA, Manager.

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NAVIGAZIONE GENERALE ITALIANA.

(Florio and Rubattino United Companies.)

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LIGORNO and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO.

(Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship

"CAIRI."

Captain Belsito, will be despatched as above on WEDNESDAY, the 12th August, at 12 o'clock. At Bombay the Steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to CARLOWITZ & CO., Agents.

Hongkong, 31st July, 1903.

[4]

THE Russian Steamer

"EDUARD BARY."

Captain Teronin, will be despatched on or about SATURDAY, the 15th August.

For Freight, apply to BRADLEY & CO., Agents.

Hongkong, 31st July, 1903.

[2183]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT).

Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ and PORT SAID.

(Taking Cargo at through rates to the BRAZIL, to SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.)

The Company's Steamship

"MARQUIS BACQUEHEM."

Captain Rassovich, will be despatched as above on THURSDAY, the 20th August, at 4 P.M.

For information as to Passage and Freight, apply to

SANDER, WIELER & CO., Agents.

Hongkong, 28th July, 1903.

[3]

SHIRE LINE STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Steamship

"MERIONETHSHIRE."

Captain G. C. Cuny, will be despatched as above on or about MONDAY, the 24th August.

For Freight or Passage, apply to SHEWAN, TOMES & CO., Agents.

Hongkong, 31st July, 1903.

[2168]

THE new and fast Twin-Screw Steamer

"SAN CHEUNG."

951 Tons, Captain A. Murphy, will leave for Canton at 8 P.M. on SUNDAY, TUESDAY and THURSDAY, and return to Hongkong on the following days, leaving Canton at 5 P.M. Excellent accommodation, electric light and perfect cuisine. Wharf at Hongkong near Harbour Office.

First-class Fare, \$3 each way. Meals, \$1 each.

Cargo Freight very moderate.

J. TRIVOUX & CO., No. 128, Cross Street Road Central.

Hongkong, 30th June, 1903.

[1751]

HONGKONG-MACAO LINE.

S.S. "WING CHAI."

Captain Samuel Bell Smith.

DEPARTURES from Hongkong, on week days, at 7.30 A.M.; on Excursion Sundays, at 8.30 A.M.; from Macao (week days) at about 2 P.M. and (Sundays) about 5 P.M.

FARE—(week days) 1st Class, including cabin and servant, \$1. Return Ticket \$5.

2nd Class \$1.50. Return Ticket \$2.50.

3rd Class \$1. Steerage 50 cents.

On Excursion Sundays 1st, 2nd, and 3rd Class Single Ticket \$2. Return Ticket \$3. Return Ticket including Dinner and Dinner either on board or at Macao Hotel \$5.

Wharf—Opposite Central Market.

The Steamer runs on Excursion Trip Every Sunday in Summer.

SAM WANG & CO., LTD., 51, Queen's Road Central.

Hongkong, 25th July, 1903.

[2112]

DON'T BE LATE!!!

AMERICAN WATER MELONS

are now just in season and beat everything on the market. Come quickly or else the season will be over.

CHING SHAN CHAN, Central Market.

Hongkong, 25th July, 1903.

[1850]

DIRECTORY OF PROTESTANT MISSIONARIES

IN CHINA, JAPAN AND COREA

FOR 1903.

WITH ALPHABETICAL LIST.

88 PAGES, BOUND IN CLOTH AND LEATHER, 50 CENTS.

PAPER COVER, 30 CENTS.

On Sale at

AMERICAN PRESBYTERIAN MISSION PRESS, Shanghai.

Mr. EDWARD EVANS, Missionary Home, Shanghai.

Messrs. KELLY & WALSH, LTD., Hongkong.

Shanghai and Yokohama.

Messrs. W. BREWER & CO., Hongkong and Shanghai.

YOUNG CHONG BOOK STORE, Swatow.

Messrs. A. S. WATSON & CO., Amoy.

Messrs. A. S. WATSON & CO., Poonchow.

Messrs. H. BLOW & CO., Tientsin.

Messrs. HODGE & CO., "Seoul Press," Seoul.

"NAGASAKI PRESS" OFFICE, Nagasaki.

"KORE CHRONICLE" OFFICE, Kobe.

The "DAILY PRESS" OFFICE, Hongkong; and at the London Office, 131, Fleet Street.

Hongkong, 1st January, 1903.

NOTICES TO CONSIGNEES

FROM HAMBURG, BREMEN, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"SITHONIA."

Captain Hildebrandt, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, To-day, the 27th inst.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd August will be subject to suit.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 4th August at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 27th July, 1903.

[2130]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"VALETTA."

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns, at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo:— From London, &c., ex s.s. Victoria.

From Persian Gulf, ex B. I. S. N. and B. & P. S. N. Co.'s steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 1 P.M., To-day, the 31st inst.

Goods not cleared by the 6th August, at 4 P.M., will be subject to suit.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 31st July, 1903.

[1]

OCEAN STEAMSHIP COMPANY, LIMITED.

AND THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"NESTOR"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 30th inst.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 A.M., on the 5th prox.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 5th prox. will be subject to suit.

All Claims against the Steamer must be presented to the undersigned on or before the 10th prox., or they will not be recognised.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 29th July, 1903.

[10-12]

STEAMSHIP "TONKIN."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London &c., Dordogne, and from Bordeaux ex s.s. President Leroy Lallier, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately on landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, To-day, the 29th inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after Tuesday, the 4th August, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 4th August, or they will not be recognised.

All damaged packages will be examined on Tuesday, the 4th August, at 3 P.M.

Goods not cleared by the 4th prox. will be subject to suit.

All ship-damaged packages must be left in the Godowns and notice of same sent to this Office before the 7th prox., or claims in connection therewith will not be recognised.

NIPPON YUSEN KAISHA, Agents.

Hongkong, 29th July, 1903.

[2]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, PORT SAID, COLOMBO AND SINGAPORE.

THE Company's Steamship

"KAMAKURA MARU"

having arrived from the above Ports, Consignees of general Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, To-day, the 29th inst.

Goods not cleared by the 4th prox. will be subject to suit.

All ship-damaged packages must be left in the Godowns and notice of same sent to this Office before the 7th prox., or claims in connection therewith will not be recognised.

NIPPON YUSEN KAISHA, Agents.

Hongkong, 28th July, 1903.

[2167]

BOSTON TOWBOAT COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "PLEIADES," FROM TACOMA, VICTORIA, MOJI AND SHANGHAI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

